

for the floor and the aisles. Minton's encaustic tiles are laid in the chapel, and the steps and borders are formed with Hutchinsonised stone. The sittings are of stained deal and the pulpit of carved oak on a stone base. The font is of Caen stone, with carved foliage, in eight compartments. The stained glass in the nave was from Messrs. Powell's manufactory, Whitefriars, and, together with the font, altar-cloth, and communion plate, were donations. Mr. Henry J. Stevens, of Derby, is the architect of the church, and in the superintendence has been assisted by Mr. N. E. Stevens. The works have been executed by Mr. Constable, of Penshurst. The building of the new church and schools at Forest Gate, West Ham, has commenced, on a site nearly facing the Pawnbrokers' Almshouses. The chief stone of the Free Grammar and Commercial Schools at Loughborough was laid on Friday week. The restoration of Whitwick Church has been so far completed that the building was to be opened on 20th inst. A new church and a Catholic chapel are to be shortly erected at Babury. The new Wesleyan Chapel, built in East-street, Southampton, was opened on Friday week. It holds 1,100 persons, and will have cost 4,000*l.* building and fitting. It is in the Decorated style. The open roof and the pews, &c., are stained in oak. There are some evident departures from the architect's design, according to a local paper. The foundation-stone of a new school was laid at Inkberrow on Thursday week. It will accommodate 150 children of both sexes; estimated cost, 500*l.* Mr. Perkins, of Worcester, is the architect, and Mr. Robinson, of Redditch, the builder. The first stone of an infant school was laid at Studley, on Thursday in week before last, by the sister of the founder, Mrs. Floy, wife of the vicar. On Monday week the foundation-stone of "the Church of the Holy Jesus" was laid at Lydbrook, Forest of Dean, and coins deposited by Mrs. Davis of East-bank-court. The foundation-stone of a new church to be built at Ogley Hay, near Walsall, was to be laid on Thursday week. Upwards of 1,000*l.* have been raised towards the building, a site granted, a stone quarry thrown open to its erection by Mr. W. Stubbs, of Hammerwich, and various materials and teamwork promised by other contributors. A monument in commemoration of the services and death of the officers and men of the 80th Regiment of Foot, or Staffordshire Volunteers, who fell in the Sulej campaign, has been placed in the southern transept of Lichfield Cathedral. The work is by Mr. P. Hollis, and consists of a black marble tomb, of Egyptian architecture, surmounted by an Egyptian sphinx in white marble. In the same material, at the front of the tomb, and resting on its base, is a military trophy, and over this, at top of inscription-tablet, a baso-relievo of a soldier's funeral. The Egyptian architecture and sphinx are adopted in commemoration of honours won by this regiment in Egypt. Christ Church, Plumoor, Sheffield, is nearly completed, and was consecrated, on Thursday last week, by the Archbishop of York. It has seats for about 800, of which 560 are free. The style is Early Decorated English. The plan is cruciform, with western tower; roofs open, and plastered between the principal timbers. The entire length of the interior is 91 feet 6 inches, and the greatest breadth (in transepts) 68 feet 6 inches. Width across nave and aisles 51 feet; height of nave to ridge 40 feet. The entire cost of church and ground has been 2,650*l.* 1,850*l.* have been raised by subscription, 500*l.* given by the Incorporated Society of London and the Ecclesiastical Commissioners, leaving 300*l.* to be provided. The architects were Messrs. Flockton and Son, of Sheffield, and Mr. John Ridal was the contractor.

#### NOTES IN THE PROVINCES.

The Hull Workhouse has been condemned by the guardians, who recommend the construction of a new one for the united parishes of Holy Trinity and St. Mary. Preparations are being made for the erection of a new dock at Seaham Harbour. The foundation stone is expected to be laid in the course of a week or two. The new church at Drigg was consecrated on Tuesday in week before last by

the Bishop of Chester. A large sculptured statue in front of Wells Cathedral fell to the ground on Wednesday in last week. The mass weighed several hundred weight. Glastonbury Abbey came under the auctioneer's hammer on Wednesday week, but fell into the vendor's own hands at the nominal sum of 35,000 guineas: 33,000 had been bid. The abbey will now be sold simply with the residence and its own demerit enclosed within the old abbey walls. The Trevethin Water-works Company are about to make and complete their water-works, with reservoir, sluices, pipes, &c., on plans by Mr. T. G. Hardie, C.E., of Newport, in Wales. A new court-room is to be formed at the Borough Court, Manchester, by Mr. Bellhouse, the contractor. The price of Gas at Bury is to be reduced to 7s. 6d. per 1,000 feet in October. The foundation stone of the new workhouse at Bradford was laid on Wednesday week. Shares to the amount of nearly 10,000*l.* of the 16,000*l.* required have been subscribed for the new music-hall projected at Bradford. A public meeting has been held there also, for the purpose of forming a public park, as a testimonial to Sir Robert Peel. Mr. Alderman Salt has offered 1,000*l.* if the town will contribute 9,000*l.* The foundation-stone of a new savings-bank was laid at Howden on Monday week. The old Tuscan church of St. Bartholomew, at Whitworth, near Rochdale, is now to be sold, for removal within 8 months. The extensive additional new buildings to the House of Correction for the North Riding of Yorkshire, at Northallerton, are nearly finished, having been more than a year in progress. The old prison has been built up one story higher, being now three stories in height, the same as the new; by which upwards of 140 new cells have been obtained. There are extensive new apartments for cooking, washing, and other purposes, with workshops of different kinds, and two high towers have been built for ventilation. Some persons who have visited it, say a contemporary, "state that it is a fortress without, but a palace within, each cell being furnished with hard and soft water by pipes, and other conveniences for the comfort of the prisoners." A new chapel has also been built. During a recent thunder-storm at York, the bell-turret of the new Roman Catholic Church, in George-street (Mr. Hanson, architect), was shattered, and, by a singular coincidence, Mr. Hanson's father was struck down by the lightning in the New-walk at York during the same storm, and rendered insensible. His eye was blackened and his body otherwise discoloured, but he afterwards recovered. Another bell turret was injured, namely, that of the Diocesan Training School, in Lord Mayor's-walk, and the lightning had there run along and melted a gas-pipe, and set fire to the roof, which, however, was fortunately an open one, and the fire was speedily extinguished. St. Matthew's Church, Grimsby, was consecrated by the Archbishop of York on Thursday week. If our authority be right, this church was built in 1841. Messrs. Hirst and Moffat, of Doncaster, were the architects. The building is in the Pointed style, and has been constructed to hold 216 persons. The ground, with land adjacent for a burial ground, and parsonage and school-house, was the gift of the Lord of the Manor of Egton.

A Sunderland correspondent of the *Gateshead Observer* says—"The directors of the Sunderland Subscription Gas Company, who only three years ago declared that it was impossible to supply gas with any profit at less than 7s. per 1,000 feet, having had this delusion corrected by their rivals, the Corporation company, now announce, in consequence of the success of the low-price experiment, a reduction to 3s. 6d. per 1,000; while the directors of the Corporation company, still more liberal, have reduced the price from 4s. to 3s. per 1,000 net. Sirloins as well as barons of beef will now be roasted by gas." The Commissioners of the river Wear are about to improve the Sunderland dock entrance by removing a ledge of rock on a plan prepared by their engineer, Mr. Thomas Meik, at the pier and harbour works, Sunderland. The Sunderland Dock Company are about to have made and erected the masting-shear machinery for the design of which they lately awarded 10*l.* The company have been called on by dissatisfied parties to exhibit the

prize model to the shareholders, as "they have not fulfilled their contract." Meantime the plan and specification lie at the engineer's office at the dock offices, Sunderland. The Town-Council of Berwick have resolved to memorialise Sir George Grey, Lord Ossulton, and the members of the borough, for their interference to prevent the Board of Ordnance disposing of the ramparts. The Duke of Buccleuch has commenced another extensive enterprise at Granon, near Edinburgh, namely, a patent slip or railway incline for raising and repairing vessels. The design is said to be on the largest scale yet attempted, being available for vessels even of 1,200 tons burden. Another of the Irish workhouses, that of Kanturk, has just been burnt to the ground.

#### ELECTRO-TELEGRAPHIC PROGRESS.

A TELEGRAPHIC wire having been sunk in the sea and "Canal Grande" at Venice, successful experiments have been made between the railway terminus and the residence of the governor. Mr. Livingston, a gentleman in New York, connected with the Electric Telegraph Company, has proposed to the managers of the Deaf and Dumb Asylum the experiment of employing the pupils in the work of the offices—a duty for which their industry, perseverance, and powers of concentration are said admirably to fit them. The *Journal de Calais* states that a number of English workmen have arrived at Calais to lay down the submarine line of international telegraph between England and France, and that they are at work at Cape Grimes. The Electric Telegraph Company have received, it is said, to transmit messages between their principal metropolitan stations at a charge of 1*l.* for communications not exceeding 20 words. The Queen's speech, delivered shortly after two o'clock on Thursday week, was distributed by telegraph from the Central Station, Lothbury, to Liverpool, Manchester, Leeds, Hull, Birmingham, Derby, York, Newcastle, Edinburgh, and Glasgow, by shortly after three o'clock. The speech, consisting of 502 words, was streamed off at the rate of 43 and 53 words a minute. It has been found, as we anticipated, that gutta percha, though a good insulator, will not do as the sole or exterior covering for wires, particularly of submarine telegraphs. Water, especially salt water, converts it into a hydrated conductor. Impregnated with sulphur, it is said to resist this action of water; but for greater security, Mr. Siemens, of Berlin, recommends covering the gutta percha itself with a mixture of marine glue, coal tar, and resin. Mr. Siemens has constructed machinery for the purpose of coating wires with gutta percha. It consists of a cylinder, filled with heated gutta percha, and kept in that state by a warm-water bath. A piston working within the cylinder presses the semi-fluid gutta percha through one hole in a conical piece at the bottom, through which the wires slowly pass through the air to the winding drums, which are at sufficient distances to allow the covering thoroughly to set before being wound up. The same gentleman, in a communication to the Academy of Sciences at Paris, recommends underground telegraphs in preference to those exposed to atmospheric vicissitudes.

#### Miscellaneous.

REPORT ON BRITISH RAILWAYS.—The Board of Commissioners on Railways have issued a report for 1849, from which, and from certain returns quoted in it, it appears that on 30th June of last year 1,504 miles of railway were in course of construction, and 5,132 miles of authorized line not commenced, since which time up to the end of year 376 miles have been opened. It also appears that all work has ceased on about 350 miles of lines returned as in progress in 1848, and which for the present may be considered as abandoned or postponed; that no great length of new line has been commenced since last year, and probably only about 1,000 miles out of 6,030 miles which still remained to be opened at the end of 1849 were in progress of construction at that time. The reduction in the number of persons employed in constructing railways, between May 1, 1848,